

HOT WEATHER.

And Thunder Storms Predicted for August by Irl R. Hicks.

Hicks' weather forecast for August follows:

The regular Vulcan storm period is central on the 3rd. The culminating days of the period will be the 3rd, 4th and 5th. On and touching these dates general storm conditions will develop and pass from West to East across the country. Sections which have been visited by many electrical, rain and hail storms, during much of July and August, will most likely have the same character of storms during this period. After heavy storm and bluster about the 3rd, 4th and 5th look for rising barometer, westerly winds and somewhat cooler.

On and touching the 8th and 9th under the influence of reactionary storm forces, intensified by the Moon's extreme North declination and conjunction with the Sun, the temperature will rise to some of the highest readings of the summer, the barometer will fall and severe storms and bluster will visit many localities in their sweep from West to East. This heated spell will not break down until after the new moon on the 11th, with strong probabilities that it will last into the regular storm period extending from the 12th to the 17th.

The moon will be at new, or in conjunction with Earth and Sun, on the 11th, in perigee, or nearest the Sun, on the 12th, and on the celestial equator on the 14th, the central day of a regular storm period. This period is also embraced in the on-coming Venus disturbance, which is central on the 24th. The disturbances of this period, whether or not West India storms come up from the South, may be expected over most interior parts of the country from Saturday the 13th to Tuesday the 16th, the culmination falling most likely on the 14th and 15th. Violent thunder storms and high gales will center about Sunday, the 14th.

Reactionary storm conditions will return on and next to the 19th and 20th. This period will be within the brace of Earth's autumnal equinox and near the center of the Venus period, thus increasing the probabilities of equinoctial storms on the South waters and along the Southern coasts. There is almost a scientific certainty of such storms in such parts of the Earth before the end of August, making it wise for those most vitally concerned to watch the first indications of every storm period. Change to rising barometer and very much cooler, especially at night, will follow for some days the reactionary storms centering about the 18th and 19th.

The last regular storm period for August is central on the 26th extending from the 24th to the 28th. Within this period the Moon is at full on the 25th, in apogee on the 26th and on the celestial equator on the 28th. This period is also at the center of the Venus perturbation, and fully under the pressure of the Earth's September equinox. We may therefore confidently anticipate some very marked storm disturbances at this time.

The dates upon which volcanic and earthquake disturbances are most likely to reach a maximum, generally over the globe, will be the 9th to the 13th, and the 24th to the 28th of August. We will name Thursday, the 11th, and Thursday the 25th as central days of these probable seismic periods of disturbance.

Real Estate Transfers.

E. F. Crawford and Dr. J. W. Crawford to J. F. Gordon, Crawford property in Marion, \$3800.

R. W. Wilson and M. M. Wilson to J. W. Wilson 1 lot in East Marion, \$1,100.

G. W. Mathews and Eliza F. Mathews to J. A. and Nancy Mathews 10 4-5 acres \$109.10.

Thos. G. and J. L. Clifton to E. W. Brasher 1 lot and blacksmith shop in Dyessburg, \$200.

Cortez L. Hill and Ida L. Hill to Ed. Cruse 60 3-4 acres, \$425.

W. C. O'Bryan to Sam G. Givens, 148 acres, \$800.

Letter From Toppenish, Wash.

Dear Editor:—There is a sense of loyalty to "home" that Crittenden boys carry with them that causes them to often write back and tell of the things they have seen in their wanderings, and to do the same thing has struck me now.

The emigration from Crittenden to Washington last March and April was larger than has ever gone out from our county to any one place in my memory, and the constant inquiry is of the country they have come to and how they are succeeding. I shall only try to answer the inquiry briefly.

Speaking of the Kentuckians, their story can be told in a few words. One will say that this is almost the same to him as Heaven, while another will declare that the good spirit has never crossed the Rockies. One expects to make this his home while another expects to return home.

There are five things that have caused Central Washington to be quickly settled and that destined her to be one of the foremost states in the Union:

First, the fine water.

Second, the adaptability of the valleys to irrigation.

Third, the fertile soil.

Fourth, the fine markets that are growing better with the growth of Alaska and the trade to the Philippines.

Fifth, the moderate temperature and healthful climate.

There are numerous valleys in Central Washington, but this column shall be only descriptive of the Yakima Valley. Here under the Sunnyside Canal we raise potatoes and other vegetables, hops, alfalfa, red clover, timothy, horses and cattle, and various fruits, such as apples, peaches, pears, prunes, apricots, cherries, grapes and plums.

Alfalfa, potatoes, fruits and hops are the great money making products of Yakima. They yield well and bring a good price. Alfalfa yields from seven to ten tons per acre and is always in demand at from \$4 to \$10 per ton. Potatoes from 12 to 20 tons per acre and sell from \$10 to \$20 per ton. They were worth \$26 in April and new potatoes are going at \$20 per ton. Fruit is shipped from here to Europe as well as to New York, Chicago, Alaska and the coast and always brings the highest prices.

The land on the Sunnyside canal is almost all settled above the new extension. It reclaimed about 10,000 acres and was opened to settlement last winter and about one-half the land has been sold and is rapidly being brought under cultivation. Raw land is worth from \$40 to \$100 per acre while well improved land is almost beyond the reach of a poor man. When sold, it goes \$200 and up.

This country has been mainly settled by people from Minnesota, Iowa and Dakota while there are a few from other northern and central states. As a rule, all are an energetic, hustling class of people that are capable of good citizenship.

Farm hands here demand fair wages, being about double that at home and good men are always in demand.

The cool of the evening has come and on the lawn in front of me are two young people making love, while the strains of familiar tunes are coming from a neighbor's house, being sung by old acquaintances, so I must close, hoping for success to the Record and happiness to its readers.

Very truly yours,
JACOB CRIDER

Notice.

Any one wanting a nice little farm, call on G. W. Arfack on the Marion and Ford's Ferry road 1 1-2 miles from Marion.

Marriage License.

Horace McCartlin to Miss Jesse A. Jennings.

J. W. Ethridge to Miss Luella Rowland.

W. H. George to Laura Bigham; (colored.)

Marvelous Growth of Our Factories and Railroads

By WILLIAM C. BROWN,
Vice-President of the Lake Shore & Michigan Southern and New York Central Railways.



One single agency has contributed more to the marvelous growth and development of our country, during the last half of the century just closed, than the great business of manufacturing.

From a position of comparative insignificance in 1850, the inspiration of American genius, energy, and enterprise has made this country the greatest manufacturing country of the earth, for in the year 1900 the value of the products of the manufactories of the United States exceeded thirteen billions of dollars, being greater than those of Great Britain, Germany and France combined.

In the great march of industrial progress of the nation, during the past three score years, the manufacturer and the railroad have kept shoulder to shoulder, each contributing much to the other, and both making contribution to national prosperity and greatness, without which the hands on the dial of progress and development of the country would be set back fully 50 years.

On the arch which spanned the entrance to the great Transportation building at the Columbian exposition was inscribed the stately and wonderfully prophetic utterance of Macaulay in relation to improved means of transportation and communication:

"Of all inventions, the alphabet and the printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually, as well as materially, and not only facilitates the interchange of the various productions of nature and art, but tends to remove national and provincial antipathies and to bind together all the branches of the great human family."

Written years ago, the words of Macaulay foreshadow, but give scant conception, of the tremendous influence of the railroad and the telegraph upon every branch and avenue of human activity and endeavor. On July 4, 1826, the first rail of the first railroad in the United States was laid.

It was the fiftieth anniversary of the signing of the Declaration of Independence, and Hon. Charles Carroll, of Carrollton, the last surviving signer of that immortal document, drove the first spike in the impressive ceremony which marked the laying of that first rail of America's railway system.

It is safe to say that no other man has ever participated in two great focal events so momentous in importance, so full of far-reaching, tremendous significance for all mankind; not in our country alone, but to the uttermost parts of the earth and to the end of time.

"The first was the birth cry of a new nation, 'conceived in liberty and dedicated to the proposition that all men are created equal.' To its maintenance were pledged the lives, the fortunes, and the sacred honor of the immortal band of patriots who shed their names to that sublime declaration of principles and of the colonies they represented, and in eight years of as heroic struggle as history records, that pledge was gloriously and triumphantly redeemed.

Save and except the birth of the Christ child in Bethlehem's manger, no event in all the ages has ever meant so much to humanity. It changed a nation of subjects into sovereigns and lighted on this western continent a beacon light of liberty which has been, and always will be, an example and an inspiration to the oppressed of every nation of the earth. It confirmed to our fathers, to us, and to our children's children unto remotest generations the precious heritage of liberty and equality, and made simple American citizenship a priceless birthright.

The later event, separated from the former by the span of 50 years, made possible the marvelous development and progress of the last half of the nineteenth century—development which exceeded that of any previous ten centuries in the history of the world—and which added an hundred-fold to the value of every American birthright.

From this small beginning, within the memory of many living today, the progress, the development of the railroad has been the story of the onward, restless march of a mighty nation. The church, the schoolhouse, and the railroad have for three-quarters of a century formed the advance guard of settlement and civilization, and to-day the railroad mileage of the United States is over 200,000 miles, the passengers transported number 650,000,000 per annum, and 1,200,000,000 tons of freight are handled each year.

An army of 1,200,000 strong is employed directly, and almost countless other thousands are furnished employment in the mines, the forests, and the factories furnishing railroads with the millions of dollars' worth of material and equipment annually consumed. Even in this time of stupendous undertakings, the figures stagger comprehension.

What Is Independence?

By HON. CHARLES W. DEMPSTER.

Is it independence which prompts an able-bodied young man, with a good education and pretty, soft, white hands, to refuse to do manual labor, because it is "beneath him," while he borrows money from his friends or sends home to aged parents for help?

Is it independence which drives a refined and educated young woman to ask financial assistance of her gentlemen friends and acquaintances, and finally brings about her ruin, because, as she haughtily expresses it, she is "too independent to work in anybody's kitchen," until something better may present itself?

Alas! Is it true independence bars the road to success? Is it true that independence, so dear to the hearts of our noble forefathers, is driving thousands of our young Americans to ruin? Or, is independence, which is one of the cornerstones upon which our great government is founded, being misunderstood, misused and abused?

Young man! Young woman! It is time to call a halt! If you are indolent and will accept nothing but a "snap," where you are to receive more pay than you are worth to your employer, then say so, and at least be honest with yourself. Do not try to cover up your grievous fault by calling it independence. The world knows better. Remember, that to every true American, independence is more sacred than life itself, for it was purchased upon the battlefields by our fathers, and they paid their noble lives as the price. Therefore, when you call indolence by this sacred name, you insult the memory of the greatest and best men that ever lived.

Independence is the path to success; indolence to ruin!

Charles W. Dempster

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THE RECORD, Marion, Ky.